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PUBLIC RECORD OFFICE

Group Fo

Class 371

Piece 61801

Following document(s) retained in the
Department of origin under Section 3 (4)
of the Public Records Act, 1958

E878/48/31
E879

1	2	3	4	5	6

Reference: **FO 371 / 61801**

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48

1947

E

E 898

2

PALESTINE

28 JAN

Registry Number

E896/48/31.

FROM

Consulate

No.

Post paid.

Dated

Consular Dept

Received in Registry

21 Jan 1947

28 Jan 1947.

Illegal Immigration.

Encloses correspondence regarding crew trouble on board the SS "OCEAN VIGOUR" engaged in transporting Jewish illegal immigrants to Cyprus. Crew state strong protest against use of their services for this work. If ship is not taken off present work it will be taken to replace crew.

Last Paper.

879

(Minutes.)

Mr Beatty

Consular Dept.

15 Jan 28

Post his letter of 20th January was entered K1036/1036/216 & a copy was sent H.C.D. which is 5/2
(Sec.) M. H. NICHE

References.

(Print.)

C.O. for perusal and return.

H.B. 9/2

(How disposed of.)

C.O. for perusal and return
Feb. 19

17 C.O. July 16 1948.

(Action completed.)

[Signature]
29/1/47

(Index)

[Signature]
29/1/47

Next Paper.

1001

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Reference: FO 371/61801

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The Under-Secretary of State 3A
for the Colonies.
(E 896/48/31) 130

With the compliments
of the Under-Secretary of State
for Foreign Affairs

FOR PERUSAL AND EARLY
RETURN PLEASE.

Reference:—

RECEIVED IN C.B.
28 JUL 1948
SENT TO DEPT.

Copies also sent to:—

Foreign Office,
19 Feb., 1947.
SB

RECEIVED
21 FEB 1947
C. O. REGY. 52926

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Reference:

FO 371 / 61801

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76021/46 A/5
/47

V/3/1/47

BRITISH CONSULATE
PORT SAID
21st January 1947.

Sir,

With reference to my confidential letter of 2nd January, 1947, regarding s.s. "Ocean Vigour", I have the honour to forward herewith copies of the following papers regarding further crew trouble on board this ship in connexion with the transport to Cyprus of immigrants attempting illegally to enter Palestine. It will be noted that Mr. G. Tyler's argument closely follows that expressed by Mr. H.T. Briggs in his letter to Captain Bing M.O., copy of which was forwarded in the confidential letter mentioned above.

- a) Letter of 8th January, 1947, from Mr. G. Tyler of s.s. "Ocean Vigour" to the British Consul, Port Said.
- b) Letter of 9th January from Mr. W. Williams, Master of s.s. "Ocean Vigour" to H.M. Consul.
- c) Report from the Shipping Office, British Consulate, Port Said, on a visit on board the ship in consequence of letter (a).
- d) Letter of 16th January, 1947, from the Superintending Sea Transport Officer, Port Said, to H.M. Consul.

2. With reference to paragraph 5 of my letter of 2nd January, it will be remarked in letter (d) that unless the ship is taken off her present work, action will be taken to engage locally a relief crew replacing members not prepared to carry out their agreement.

Copies of this letter are being forwarded to His Majesty's Ambassador in Cairo, Consular Department of the Foreign Office and to His Majesty's Consul-General at Alexandria.

I have the honour to be,
Sir,
Your most obedient servant,

G. T. OLDHAM

H.M. Consul.

The Secretary to the Ministry of Transport,
Berkeley Square House,
LONDON W.1.

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Reference: FO 371/61801

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Port Said the 8th January 1947 6

British Consul -Port Said.

We, the members of the crew of the H.T. OCEAN VIGOUR do hereby strongly protest against the use of our services for the transport of illegal Jewish emigrants from Haifa.

We do so for the following reasons:

1) The work is not that which we understood we would be expected to undertake when we signed the ships articles. The only paragraph in these articles that refers to the nature of the work to be carried out by the vessel says (in para 1) specifically trading in any rotation as the Master may decide. Our present work certainly is not trading however elastic that clause may be, we cannot be certain however, that our present duties constitute a breach of the articles. What we do know is that if these present operations had been explained at the time of engagement, we should have refused to sign under such terms, owing to the risks and dangers involved and unpleasantness explained in the next objection.

2) The risks and danger over and above the present day seafaring risks that we are apparently forced to accept are as follow:

a) Danger of contracting disease or infection. This could happen easily in our opinion through the overcrowded condition of the ship when we are carrying refugees, (we have had as many as 1,500 on board). Most of these people are in a very poor physical state as the high percentage of sickness shows. Their hospital and emergency hospital are situated in close proximity to the crews quarters and a constant stream of serious and minor casualties pass to and fro, any of whom could be carrying contagious disease that could spread an epidemic throughout the ship. Contact in the course of our work in other ways with the Jews on their military guards is also unavoidable. When the ship army staff wash out the latrines used by the immigrants with hoses the mess is caused to flow along the deck from forward to amidships (where the crew galley is situated) before all of it finally runs overboard. Briefly the ship in our judgement is completely unsuitable and has not the adequate facilities to undertake this work, unless undue and increasing risks are taken.

b) We are faced with attack by Jewish terrorists when in Haifa and Famagusta (Cyprus) the damage done to the EMERALD by a limpet bomb and the explosion on the EMERALD are proof of this contention.

Our families at home are constantly reminded of these dangers and the distressing job we are doing by the vivid and prominent reports given in the newspapers and over the air whenever these encounters take place. Naturally their anxiety on our behalf is great and growing, it is unfair to them after the strain of the war years to have what seems to us the strain of another "private war" inflicted on them. Some of us spent all the years of war at sea and do not exactly relish these additional dangers now; all this adds to the general discontent and sense of unfairness amongst the crew in having to take part in these operations.

3) Finally we dislike intensely the general atmosphere aboard when we carry the immigrants, the ship at those times resembling more of a military prison or floating concentration camp, than a vessel engaged in a peaceful trading. The scenes of violence, distress, hysteria and sickness that occur when the Jews are forcibly removed from their ships and again when leaving ours, the sickness and despair all round us is during the voyage make this a sickening and depressing business and most distasteful job.

For all these reasons we feel we are justified in claiming the right to be paid off or alternatively for the ship to be transferred back to our original job of cargo carrying.

We hope you will give this matter your serious consideration and let us know at the earliest possible date of your decision.

For and on behalf of the crew,

(sd) G. Tyler.

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Reference:

EO 371 / 61801

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Copy

7

S.S. "Ocean Vigour"
at Port Said
January 9th 1907.

H.M. Consul,
Port Said.

Dear Sir,

With reference to crew's letter
to you, regarding vessels present employment.

The complaints mentioned in their
letter are correct, and give quite a good
description of what conditions were like aboard
the ship when we had the 1,500 Illegal Immigrants
on board.

Several have protested to me,
requesting to be paid off, and I shall be
interested to know if they can claim to be
discharged under the circumstances.

Yours faithfully,

(sgd) A. Williams,

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8

Report from the Shipping Office, British
Consulate, Port Said, on a visit
on board s.s. Ocean Vigour.

I went on board the above mentioned vessel, to investigate into the complaint made by the crew as to the condition on board while carrying illegal immigrants.

I interviewed all the members of the crew (39) and fifteen of them are not prepared to sail on the ship if the vessel continues to carry these immigrants.

Agreed to remain on board.	Not remaining.
Officers 10 10	15 British seamen.
British Seamen 11	
Foreign Seamen <u>13</u>	
	34

(Sgd) D.R. Murray.
of British Consulate
Shipping Office,
Port Said.

20.1.47.

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Reference: **FO** 371 / 61801

Copy.

From: Superintending Sea Transport Officer, Port Said.
To : HBM. Consul, British Consulate, Port Said.
Copy to Master H.T. "Ocean Vigour", Port Said.
Copy to P.S.T.O. Med., Cairo.

Date: 16th January, 1947

PS.15/4/4.

H.T. "Ocean Vigour".

Confirming telephone conversation
HBM Consul/Lt. Cdr. Parkinson, concerning relief of
crew "Ocean Vigour" before termination of agreement.

It has been agreed by P.S.T.O. Med. that
should he not be in a position to give a definite date
of release of the ship by the middle of February, 1947,
then action will be taken to engage locally a relief
crew replacing members not prepared to carry out their
agreement.

(Sgd) B.F. Parkinson
Lt. Cdr. R.W.R.
for Commander R.W.R.

Mr Wood
The telephone conversation referred to above
was not with H.E.S. Consul but with the Shipping
Vice Consul.

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Reference:-

FO 371 / 61801

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33 1947

Palestine
EASTERN

E1001 /G 10
31 JAN 1947

E1001/48/c

Illegal immigration: S.S. Alwa

Mr Duff Cooper
Paris
101

Reports arrival at the Naute
of Alwa whose destination is
said to be Genoa.

Dated 30 Jan
Received 31 Jan

Last Paper.
E879 (E878)

(Minutes.)

References.

Copy Co.)
Adm.) usual names
MIS)
15 Feb. 3

(Print.)

(How disposed of.)

8) C.O.
Adm.
MIS
64 Feb.

(Action completed.)

(Index.)

DF 6/2

WGH

Next Paper.

E1054
(E1275)

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Reference:

FO 371/61801

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E Dept

E1001

11
59

Cypher/OTP.

ADMIRALTY.

31 JAN 1947

FROM PARIS TO FOREIGN OFFICE.

Mr. Duff Cooper. D. 4.57 p.m. 30th January 1947.
No. 101.
30th January 1947. R. 4.5 p.m. 30th January 1947.

W:W:W:W:W

IMPORTANT.

SECRET.

Please pass following to Admiralty repeated
Commander-in-Chief Mediterranean from B.N.A. 301645.

[Begins].

Jewish transport Ulua mentioned in N.A.
Stockholm 241614 is now at Le Havre and is expected
to sail at an early date.

2. She has approximately 600 persons on board.
Her destination is said to be Genoa.

3. Foreign Office and Consuls are being
informed.

4. Admiralty pass to Commander-in-Chief
Mediterranean.

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Reference:

FO 371 / 61801

1947
REGISTRY

1947

E

PALESTINE

E 1021

1 FEB

12

Registry Number } E1021/48/31.

FROM

No.

Dated

Received in Registry

Branney
Washington.
84/3/47
24 Jan 1947
1 Feb 1947

Illegal Immigration M/V 'ARRIL'

Refer Washington tel 111 (E274/48/9) of Jan 7. Encloses copy of letter dated Jan 17 from Sinclair (New York, C.G.) to Bromley, and an extract from New York Times of Jan 18 re the M/V 'ARRIL' which recently left New York for purpose of carrying illegal immigrants to Palestine.

(Minutes.)

Last Paper.

1001

References.

E12354/1656/C

(Print.)

(How disposed of.)

This has been held up for pp.

It will be seen that there was nothing to be done on the lines of our tel. No. 142

Mr Ryndell
NA Dept.

13 Feb. 25

Would there be any advantage in checking the Roumanian registration? I imagine not.

Chad [Signature]
27/2

No: she was used to carry US volunteers for the traffic to Europe but has not gone to Palestine

13 Feb. 28

(Action completed.)

86 26 2/3

(Index)

[Signature]

Next Paper.

E1046

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Reference: **FO 371/61801**

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E 1021
1 FEB

BRITISH EMBASSY,

WASHINGTON 8, D. C.

24th January 1947

13

Ref: 84/ /47

Dear Department,

Would you please refer to Foreign Office telegram No. 148 of 4th January and to our telegram No. 111 of 7th January about the M/V "ABRIL" which recently left New York for the purpose of carrying illegal immigrants to Palestine.

We enclose herein a copy of a letter dated the 17th January from Sinclair at the Consulate-General in New York and an extract from the New York Times of January 18th on the subject. The letter from Maclean referred to in Sinclair's first paragraph gave the text of the Foreign Office telegram mentioned above and requested such action thereon as was possible.

The New York Times article is revealing, as it shows that the American League for a Free Palestine (represented by Alexander Wilf, not Wolf) was evidently behind this, though it denied responsibility and placed the onus on the Repatriation Committee of the Hebrew Committee of National Liberation in Basle. As the two organisations are in close contact, this denial carries little conviction. Since the vessel was, for practical purposes, owned by an extremist Zionist organization, a warning would, as Sinclair says, unfortunately serve no useful purpose.

Yours ever,

CHANCERY

Eastern Department,
Foreign Office,
London, S.W.1.

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COPY

14
British Consulate-General,
25 Broadway,
New York 4, N.Y.

17th January 1947

Dear Tom,

Will you please refer to previous correspondence on the subject of "American Volunteers for Hebrew Repatriation" and in particular to telegrams between the Embassy and this Consulate General and Maclean's letter to John Robey of the 6th January 1947 on the subject of the M/V "ABRIL".

In the light of the information contained in Embassy telegram No.1 of 7th January 1947, I personally went round to 233 Broadway to have a discreet 'look' at the Tyre Shipping Company. I could find no trace of the Company, or of any other concern with a name in any way resembling it. Nor could any person called Alex Wolf be traced at that address.

Enquiries by our own Shipping Office have failed to trace any record of the Tyre Shipping Company. Of the three individuals allegedly connected with the Company, the name of only one of them, Julian A. Licht, appears in the Manhattan telephone directory. The latter shows an individual of that name residing at 44 West 12th St.

I have enquiries on foot regarding Dr. Irving Shandoll at 745 Fifth Avenue.

You will appreciate, however, that in pursuing any enquiries of this nature, we are treading on very dangerous ground, and are obliged to observe extreme caution.

I am by no means giving up the quest for information, but, since all the circumstances point to the Tyre Shipping Company being a 'front' created for the purpose of effecting purchase and registration of vessel for use by one or other of the Zionist organisations, the question of our communicating any warning to them as suggested in Maclean's letter of 6th January does not arise.

Yours ever,

RONALD SINCLAIR

T.E. Bromley, Esq.,
British Embassy, Washington, D.C.

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Reference:

FO 371/61801

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MYSTERY SHIP SEEN AS EXILES' HAVEN

Yacht Constructed in 1931 Is Believed Carrying Jews Into Palestine

By GEORGE HORNE

An 800-ton yacht, the subject of international "representations" and of considerable speculation on the New York waterfront as a "mystery" craft, is headed eastward from Marseille presumably to engage in running the British blockade carrying Jewish refugees into Palestine, it was disclosed yesterday.

The 2,000-horsepower Abril, built in 1931 and formerly called the Cythera, left New York late in December headed for Marseille with a cargo that aroused attention.

With a crew of twenty-eight men aboard and flying the flag of Honduras, the trim yacht carried a thousand mess kits of an Army type, believed to have been bought in surplus sales here, and 1,500 standard type lifejackets. Her accommodations and stores indicated that she would take on passengers in number far in excess of any journey in her previous history.

She had cleared her papers at the Custom House, according to public records there, on Dec. 25, and two days later she quietly left port. The names of her master and crew are not publicly known, but her owner was listed as the Tyre Shipping Company, 233 Broadway, a corporation formed on June 10, 1946, with the firm of Friedman, Marx & Handler, of the same address, as attorneys.

Knows Nothing About Owners

*K. Bertram Friedman of the law firm said he had drawn up the incorporation papers but that he knew nothing of the owners of the vessel or of her destination.

Lord Inverchapel, British Ambassador in Washington, has made representations at the Department of State on the subject of the powerful motor yacht, but the basis of the representations are not known.

A spokesman at the Department of State said yesterday that an investigation had been made, and no violation of the laws was found. A Maritime Commission spokesman said the yacht, formerly the PY31, in Navy use during the war, was sold for \$36,100, in the regular course of its duties as vessel disposal agent of the United States Government.

A report from Paris yesterday said the Abril had arrived and had joined a small fleet of craft of similarly mysterious purpose.

French authorities in Paris and Marseille are cognizant of "an increasing traffic" in the Mediterranean of vessels engaged in running the British blockade, and it was estimated that as many as seventy vessels are cruising the waters around Marseille and Spezia, Italy, according to the report. They range from yachts and motorboats to steamers.

Not Hindered at the Port

The vessels enter Marseille for refueling, and come and go without hindrance. The only question raised about their activities is that they appear to be greatly over-provisioned.

State records at Albany show that the incorporators of the Tyre concern were Morris Brenner, 1183 Grand Concourse, Bronx; Julian Licht, 44 West Twelfth Street, and Alexander Wilf, of 619 Market Street, Philadelphia. Neither of the first two owners could be reached by telephone, although several calls were made during last week.

Mr. Wilf, a telephone call to Philadelphia disclosed, is out of the city. It was learned, however, that he is vice chairman of the American League for a Free Palestine, at 25 West Forty-fifth Street, which gathers funds in this country for the European "underground railway" through which European Jewish refugees are carried to Palestine.

A spokesman for the league pointed out that its projects were no secret, but said that the money collected, amounting to some \$300,000 in recent months, was all sent abroad to the Repatriation Commission of the Hebrew Committee of National Liberation, at Basle, Switzerland.

The league itself does not purchase any craft; it is quite likely that the Basle committee uses the funds for the purchase and lease of blockade-running vessels, he said.

Underground Group in Charge

"The actual operation is handled

by the underground route which had such success in rescuing over 40,000 people from the Gestapo in the war," he declared. "Obviously this operation requires ships and we are not engaged in operating ships. That is left to the people who are handling this exodus."

The spokesman incidentally disclosed that the original cost of \$250 for taking a refugee through to Palestine had been reduced considerably.

He said the repatriation committee had purchased craft in European countries and that if it chose to buy through American representatives in the surplus American market there was no legal barrier to such purchases. The league, however, knew nothing of the buying of the Abril.

The league obtains its funds by public appeals and from proceeds of the play "A Flag Is Born," by Ben Hecht. Former Senator Guy M. Gillette is president of the league.

There have been frequent rumors in recent weeks that a number of small craft had been purchased and were being outfitted here to join the Abril. A check of shipyards failed to turn up any other vessels, however. With none of the Tyre company officials available it was not even known where the Abril's reconversion was made, except that it was at a dock in Brooklyn.

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Reference:

EO 371 / 61801

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1947

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E 1046 16
3 FEB

PALESTINE

Registry Number } E1046/48/31
TELEGRAM FROM
No. M' Farrell
Bucharest
Dated
Received in Registry } 98
31. Jan 1947
3. Feb 1947

Illegal Immigrants SCHULI LOEWENTHAL.
Informs that Loewenthal, a Ruman speaking Jew residing in Bucharest is trying to get to Denmark & buy small ship suitable for illegal immigrant traffic to Palestine.
Danish Legation here refused him entry visa as an undesirable. Has arranged that British Military Officers at Budapest, Vienna and Prague should not provide facilities.

Last Paper.

1021

References.

VR. 90867.

(Print.)

(How disposed of.)

H. Bachman. B.O.
Dodd. Admby
Smith.
Roberts. M.I.S.
Crawford C.O.G.A.
M-Simpson
Feb. 5

(Action completed)

J.P.M. 15/1

(Index)

[Signature]

Next Paper.

1054

(Minutes.)

Copy to

Adm.
M.I.S.
C.O.G.A.

} usual names

P.C. Dept.
Sourwork Dept.

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Reference: FO 371/61801

E 1046

17

Cypher/OTP

3 FEB DEPARTMENTAL No: 2

FROM BUCHAREST TO FOREIGN OFFICE

Mr. Sarell
No: 98

D. 5.48.p.m.31st January 1947

31st January 1947

R. 7.30.p.m.31st January 1947

Repeated to Copenhagen
Vienna
Berlin
Budapest
Prague

X:X:X:

SECRET.

Engineer Schulli Loewenthal, a Russian speaking Jew residing in Bucharest is trying to get to Denmark to buy small ships suitable for carriage of illegal Jewish immigrants to Palestine.

2. He has applied for a military permit for transit through Austria and Germany and has Russian clearance from Roumania valid for travel to Denmark. Although he denied having done so, I learn that he applied for a Danish entry visa which was refused as the Danish Legation consider him to be an undesirable.

3. He has in his possession a British Military permit issued by the authorities in Charlottenberg Berlin permitting him to enter the British zone. There is good reason to believe this permit to be a forgery and a photostat copy will be sent to you for verification.

4. I have arranged that British Military permit offices at Budapest Vienna and Prague should be asked not to grant any facilities to this man.

Foreign Office please pass to Copenhagen, Vienna, Berlin and Prague as my telegrams No: 1, 12, 1 and 2 respectively.

[Repeated to Copenhagen, Vienna, Berlin and Prague as Foreign Office telegrams Nos: 61, 164, 264 and 116 respectively.]

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35 1947
31

Palestine
EASTERN

E1055 /G 18
3 Feb 1947

E1055 /48/9

Mr Fowler
Tegucigalpa
6

Dated 22 Jan
Received 31 Jan.

Illegal immigration: S.S. Abil
Refs to his Co (E426/48/9)
Reports instructions given to
Honduran Consul General
New York.

Last Paper.

E1054

References.

(Print.)

(How disposed of.)

(Minutes.)

15 Feb. 4

(Action completed.)

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(Index.)

WPH

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E1057
(E1906)

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ORIGINAL BY AIR MAIL.

Copies by Bag.

No. 6. ✓

F1055

E

British Legation,
Tegucigalpa, Honduras,

22nd January, 1947.

19

Sir,

23 FEB 1947

-26

With reference to my telegram No. 3 of 11th January, 1947, regarding M.S. "Abril", I have the honour to report that, in view of the telegraphic instructions of 11th January from the Minister for Foreign Affairs and the Minister of War here to the Honduran Consul General in New York, Mr. Alex Wilf, President of the Tyre Shipping Co., Inc., of 233 Broadway, Room 2140 New York, has informed the Consul General by letter that no definite plans have been formulated as to the vessels' movements from Marseilles; that he will inform him of such movements and that they will be confined to the limits expressed, that is, outside the zone blockaded by His Majesty's Government in connexion with the illicit traffic of Jews to Palestine.

2. I am sending copies of this despatch to His Majesty's Ambassador in Washington and to His Majesty's Consuls General in New York and Marseilles.

I have the honour to be,
with the highest respect,

Sir,

Your most obedient,
humble Servant,

Herbert J. Powell

H.M. Principal Secretary of State
for Foreign Affairs,
&c., &c., &c.,
FOREIGN OFFICE.

LONDON, S.W.1.

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1947 37 31	Palestine	E1212 / G 20 8 FEB 1947
	EASTERN	

E1212 / 48/C.
 Mr Shepherd
 Reykjavik
 24
 dated 22 Jan
 received 6 Feb.

Illegal immigration into Palestine
 Refs W.F.O. circular (E11423/765-6/C)
 states that there are extremely
 few news in Iceland.

Last Paper.
 E1057

References.

(Print.)

(Minutes.)
 Copy Co. }
 M15. } refce.
 15 Feb. 10

(How disposed of.)
 8) C.O.
 M15 ✓ 10 Feb

(Action completed.) 25 14/2	(Index.) W.F.
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Next Paper.
 E1275

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 Reference: **FO 371 / 61801**

4 FEB 1947

British Legation,

Reykjavik. E1212

22nd January, 1947. 8 FEB 1947

TOP SECRET

No. 24. ✓

Sir,

I have the honour to acknowledge the receipt of your Top Secret circular No. 0175 (E 11423/7656/G) of the 16th December with enclosure about illegal immigration into Palestine.

2. There are extremely few Jews in Iceland and those few seem to be entirely occupied with their individual commercial pursuits, whilst the local Communist press exploitation against us of the Palestinian problem seems to be along conventional lines, possibly inspired by the Soviet representation here. I am unaware of any activity which would suggest participation in this area in illegal immigration and do not believe that any such exists at present. With the exception of one Icelandic Government official, there have not even been any enquiries for visas for Palestine.

3. The matter will, however, be borne in mind and any signs of such activity in the future will be at once reported.

I have the honour to be, with the highest respect,

Sir,

Your most obedient, humble Servant,

G. Shepherd.

H.M. Principal Secretary of State
for Foreign Affairs,
Foreign Office.

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Reference: **FO 371/61801**

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Group *F0*

Class *371*

Piece *61801*

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Department of origin under Section 3 (4)

of the Public Records Act, 1958

E1275/48/31
E1304

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Reference:

FO
371 / **61801**

58

E

E 1323

22

1947

PALESTINE

12 FEB

Registry Number

E1323/48/31

FROM

L. C. Hughes

No.

Stalsett

Dated

Guatemala

Received in Registry

15

28 Jan 1947
12 Feb 1947

Illegal Immigration, Guatemala was.
Refer FO. Dewing 1020. Transmits document covering regulations governing immigration into Republic of Guatemala.

Last Paper.

1304

(Minutes.)

References.

(Print.)

(How disposed of.)

this is far too long & undigested. Please attach the other reports not fit for passing on to European Chambers at present (see draft on E10654 J/46)

13 Feb. 18

these pp. can now go by 13 Feb. 27

(Action completed)

J. C. 106/3

(Index.)

9/24/48

Next Paper.

E1355

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Reference: **EO 371** / 61801

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NO. 15. /

E 1323

BRITISH LEGATION,
GUATEMALA,
28th. January, 1947.

23
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12 FEB

E 10454/7656/31

Sir,

I have the honour, with reference to your savingram No. 20 of the 4th November, 1946, to transmit herein copies in translation of the following documents, covering regulations governing immigration into the Republic of Guatemala:-

- 1) Letter from the Immigration Department of the Ministry of Foreign Affairs to the Undersecretary of that Ministry,
- 2) Clauses a), b), c) and d) of the Law of Alienship referred to in 1) above,
- 3) List of Guatemalan Consular representatives in Europe and
- 4) Letter from the Legal Department of the Ministry of Foreign Affairs to the Secretary of State for Foreign Affairs.

2. No special measures against the immigration of Jews, as such, appear in these regulations, provided they do not come under the clauses a), b), c) and d) of Article 10 of the Law of Alienship.

I have the honour to be,
With the highest respect,

Sir,

Your most obedient, humble Servant,

A. C. Hughes-Hallett

The Right Honourable

E. Bevin, M.P.,

Etc., Etc., Etc.,

Foreign Office.

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Reference:

FO 371/61801

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TRANSLATION

Enclosure No 1 in GUATEMALA
DESPATCH No 15 of 28th Jan. 19 47.

24

"Mr Undersecretary,

With reference to the above mentioned request, the Department details below the requirements which an applicant for a visa should fulfil before an application to reside in the country may be granted.

a) The requirements for which a Guatemalan Consul issues, after consultation, with and approval by the Minister of Foreign Affairs, an immigration visa (called a visa of residence in our Immigration Regulation) are: 1) Complete and usual name of the applicant; names of his parents, wife or husband and the persons depending on him, under his guardianship or care, who may be accompanying him; 2) Place and country of birth, stating if original nationality is retained or if other naturalization has been effected; race; antecedents of conduct and sworn declaration that he does not come under any of the categories as enumerated by clauses a), b) and c) of Article 10 of the Aliens' Law; sworn declaration that he is not covered by clauses d) of the same article, or, if so, an explanation of the reasons; 4) Profession or occupation and the activities which he proposes to undertake in the Republic; proof of his experiences in such activities; if he is a professional his titles and records; 5) If he intends to devote himself to lucrative activities, a declaration of the monies he will invest; proof that he has such fund and can transfer them to Guatemala; capacity for supporting those dependant on him and who accompany him, amount of money in cash on entering the country and which he can produce on entering.

b) Immigration, that is the admission of immigrants, rests with the Government as to the final authorization and on its basis immigrants are selected according to their economic position, profession, employment or usefulness to the country.

c) A list of the consular representatives in Europe is attached, distinguishing career consuls from consuls ad-honorem. The first may issue visas for temporary visits up to six months without previously consulting the Minister of Foreign Affairs if they do not apply to persons subject to the prohibitions and restrictions already mentioned; the second may issue the same visas after authorization by the Ministry or the Diplomatic Mission or nearest career Consul-General. And all, career consuls and consuls ad-honorem, should previously consult the Ministry regarding visas of residence."

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References:

FO 371 / 61801

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TRANSLATION

25

Enclosure N^o 2 in GUATEMALA
DESPATCH N^o 15 of 28th Jan. 1947.

Extract from the Law of Alienship of
Guatemala.

Article 10. - Entry into the country is prohibited
to the following foreigners:-

- a) For reasons of social convenience, whatever their nationality, by birth or naturalization;
 - 1. Of individuals of yellow or mongol race;
 - 2. Of individuals of black race save under the stipulations of the laws in force;
 - 3. Gipsies;
- b) For being permanently undesirable;
 - 1. Escaped prisoners for ordinary crimes;
 - 2. Those condemned of infamous crimes;
 - 3. Women who dedicate themselves to prostitution and individuals engaged in the white slave traffic;
 - 4. Drug addicts and those dealing in narcotic drugs;
 - 5. Those deported from other countries for having spread totalitarian propaganda or those who do so while in the country and those who give expression to anti-democratic beliefs;
 - 6. Those who make contraband their habitual occupation and dedicate themselves to fraudulent or illicit trade;
 - 7. Idiots, the blind and demented, epileptics, confirmed drunkards, the deaf and dumb, infirm or any other person who through his physical condition may be a charge on the community of State;
 - 8. Those who attempt to enter the country with false documents; and
 - 9. Other excluded persons or those who are excluded by special or emergency laws;
- c) For being temporarily undesirable;
 - 1. Those who suffer from contagious diseases;
 - 2. Nationals of a country at war with the Republic; and
 - 3. Those excluded temporarily by emergency laws;
- d) The entry into the country is restricted for;
 - 1. Every foreigner of over fifteen years who does not possess on entering the port or frontier a sum at least equivalent to one hundred quetzales together with means indispensable for moving to that part of the country where he intends to remain. There are excepted minors and wives who travel in the company of their parents and husband, respectively; and those who come as political refugees.

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2. Of those who come to seek employment in commercial, agricultural or industrial establishments or may work on a salary, honorarium or daily pay, unless they have previously applied for and obtained permission from the Executive. Persons with technical knowledge under contract with the Government, or with companies or persons authorised thereto by the Government, are excepted.
3. Of theatrical or circus artists or those of any other public spectacle, or professional walkers, unless they come under contract for account of some society, institution or responsible person established in the country, who must previously undertake to cover the cost of repatriation of the foreigners included in this rule.
4. Of foreigners over 60 years of age unless they are of Central American origin unless they be parents or grandparents of families coming to take up residence or are already residing in Guatemala, or who give satisfactory proof that they are in possession of a capital of not less than five thousand quetzales.
5. Of individuals of any nationality if of Turkish, Syrian, Libanese, Arab, Greek, Palestinian, Armenian, Egyptian, Afghan, British Indian or Iranian origin, or peoples of the North African coast. In order to enter the country such persons must apply for previous permission to the Ministry of Foreign Affairs, proving that they are included in the following categories:
 - a) The wives of persons of said origin when the interested parties prove that they are established in the country;
 - b) The ancestors and descendants of the same in cases when they can prove that those residing in Guatemala are in comfortable circumstances and possess and dispose of the necessary means for their maintenance;
 - c) Previous residents in the country who can prove that they have actually an established business.
6. Persons included in the above categories in order to be admitted into the country, must pay a deposit of two hundred quetzales, which will be returned if the interested person leaves the country within a period not exceeding one year from the date of his entry into the Republic.

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References: **EO 371 / 61801**

SWEDEN:

Señor Albert Billner,
Guatemalan Consul ad honorem,
Gothenburg.

Señor Edward von Krusenstierna,
Guatemalan Consul ad honorem,
Stockholm.

SWITZERLAND:

Señor Licenciado Alberto Dupont-Willemin,
Guatemalan Consul ad honorem,
Rue Ceard, 13,
Geneva.

Señor Licenciado René Bracher,
Guatemala Consul ad honorem,
Rudigerstrasse, 15,
Zürich.

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Reference: **FO 371 / 61801**

TRANSLATION

Enclosure No 4 in GUATEMALA
DESPATCH No 15 of 28th Jan. 1947.

29

Your Excellency,

The Law of Alienship now in force, while expounding the Constitutional principle which guarantees freedom of movement, establishes in its Article 9, (modified by Decree No. 10 of the Congress of the Republic):

"Article 9. - (Article 4 of Legislative Decree No. 10). Foreigners may enter, reside and establish themselves freely in any part of Guatemalan territory. The Executive Power may however refuse entry to foreigners who by reason of social considerations, internal security, public health or for any other well-founded motive are considered undesirable as elements either corruptive or unsuited to the maintenance of public order."

In Article 10 of the same Law are enumerated the motives of social considerations, public health and others of general interest, by reason of which the entry of foreigners into the country is prohibited or restricted comprised expressly in points a, b, c and d of the disposition referred to.

As may be deduced from the text of the legal principles stated, there exists in Guatemala no specific prohibition with regard to the immigration of jews or israelites, nor refugees or stateless persons; but in each individual case the Executive Organism is under obligation to examine whether the immigrants are comprised in any of the indicated restrictions, so as to permit or deny them entry, paying exclusive attention to the reasons provided for social security, public order and national interest and not to the fact of their being jews, refugees or stateless.

In so far as the issue of collective visas is concerned, the Passport Law and the modifications to it do not contain any prohibition to this, and it has been customary to admit collective passports, issued abroad, applying by analogy Article 6 of the above-mentioned Law which establishes the following:

"Article 6. - Passports are individual but can be issued in collective form in the following cases:-

- a) To married persons, either travelling alone or accompanied by their minor children;
- b) To a guardian, when travelling with persons in his care;
- c) To brothers, always providing they are under age and have amongst them one who is of age and acts as their leader;

d)/.....

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Reference: FO 371/61801

- d) In special cases, on the decision of the Ministry of Foreign Affairs and valid for one voyage only, to artistic or sporting entities who bind themselves to travel jointly under the care and responsibility of an appointed person.

In order to issue passports to persons less than 18 years of age, an indispensable requisite is the consent in writing of their parents, tutors or guardians, in which should be indicated the name of the person who accompanies them, or if they are travelling alone. These circumstances will be made clear in the passport."

As a consequence of the above, the Legal Department in relation to the two points raised in the British Legation's enquiry is of the following opinion:-

1) There does not exist in the existing legislation of Guatemala any disposition which restricts or prohibits, in specific form the admission of jews, refugees and stateless persons. Any person comprised in the denominations indicated, who wishes to enter the country, remains, however, subject to the general dispositions of social considerations set forth in Articles 9 and 10 of the Law of Alien-ship.

2) In accordance with the practice followed by this Ministry based on the interpretation by analogy of Article 6 of the Passport Law, there is no obstacle to the issue of collective visas for groups referred to in that article.

Respectfully, etc. etc. etc.

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Reference:-

FO 371 / 61801

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59

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E 1355
13 FEB 1947

1947

PALESTINE

Registry Number

FROM

No.

Dated

Received in Registry

E1355/48/31

British Legation

Buenos Aires

5

16 Jan 1947

13 Feb 1947

SOSIA Jewish Settlement

Refer Buenos Aires despatch 59 (WR 2328/533/48) of 17 Aug 1946. Regarding M. Stern Director of Settlement. And also 2 Feb 7-9 re Andrew Somers. States that Stern is now adopting an anti British attitude, and is making strenuous efforts to impress U.S. Embassy, and new U.S. Ambassador M. G. ...

Last Paper.

1323

References.

(Print.)

(How disposed of.)

(Minutes.)

N. American Paper P. 28/2
Refugee Paper 17/3

HAB. 211
12

(Action completed.)

(Index.)

[Handwritten signature]

[Handwritten signature]
9/4/48

Next Paper.

E 1376

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References: **FO 371/61801**

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SECRET.

No. 5.

E 1355
13 FEB 1947

BRITISH LEGATION,
CIUDAD TRUJILLO,
DOMINICAN REPUBLIC.

32

16th January, 1947.

Sir,

WR 2728/533/48

I have the honour to refer to my despatch No. 59 of 17th August, 1946, in which I gave some information regarding Mr. Stern, the Director of the Sosua Jewish Settlement in this country, and also to my telegrams Nos. 7 and 9 of 9th and 10th January respectively, relating to the activities of the United States Congressman, Andrew Somers.

347/48/71

2. I regret to state that from reports received it is clear that Stern is now adopting an anti-British attitude. As indicated in my previous report, he is a man of no stable character, a clever and amusing opportunist, but definitely no idealist. He is in the refugee business for profit and has no illusions regarding the settlement of "Jewish Agriculturists". I also reported that he informed me that he had brought back with him a quarter of a million dollars from the United States to extend his work.

381/48/71

3. Stern has recently been making strenuous efforts to impress the U.S. Embassy here and the new U.S. Ambassador, Mr. G. Butler, has shewn an interest in him and his work rather beyond that which Stern's cajolery alone could be expected to arouse. Mr. and Mrs. Butler were Stern's guests in Sosua, and returned loudly praising the "courage and enterprise of the settlers". Now Mrs. Stern has been for some days the guest of Mrs. Butler at the Embassy, and is being rather ostentatiously paraded.

4. I cannot bring myself to believe that anyone at the U.S. Embassy here had any connection with the knavery of Somers, but the Ambassador appears to feel that the U.S. championship of Jewish refugees should be emphasised at this time, and he may have received a hint to take this line. On the other hand, he is a peculiarly naive person, and Mrs. Butler is a lady who seems to pass from one enthusiasm to another, particularly among the least profound practices of spiritualism and fortune telling. At a dinner party recently, she ended an incredibly puerile story of an experience of second sight with a loud comment that there was not a woman among the U.S. Colony here with any intelligence at all.

I have the honour to be
with the highest respect,
Sir,

Your most obedient,
humble servant,

The Right Honourable
Ernest Bevin, M.P.,
etc., etc., etc.

John Macgregor

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<p>1047 40 31</p>	<p>Palestine EASTERN</p>	<p>E1376 /G 13 FEB 1947 33</p>
<p>E 1376 /48/C Harseilles 34 Dated 11 Feb Received 13 Feb.</p>	<p>Illegal immigration Reports arrival of San Filipo on 8 Feb.</p>	
<p>Last Paper. E1304 References.</p>	<p>(Minutes.) Copy CO Adly MIS } usual names 13 Feb. 13</p>	
<p>(Print.)</p>		
<p>(How disposed of.) 8) C.O. Adly MIS ✓ 14 Feb</p>		
<p>(Action completed.) 25 14/2</p>	<p>(Index.) WPH</p>	
<p>Next Paper. E1377</p>		

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Reference: **FO 371 / 61801**

CYPHER/OTP

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FILES

34

FROM MARSEILLES TO FOREIGN OFFICE

His Majesty's Consul General D: S. E. ...
No. 54

11th February 1947

D: 6.50 p.m. 11th February 1947

R: 10.15 p.m. 11th February 1947

ppppp

Jewish immigration.

San Filipe arrived Marseilles February 8th [gp.
undec ? Malta] informed.

E1376

13 FEB 1947

4 pm
13 FEB 1947
SENT TO DEPT.
13 FEB 1947

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Reference:

EO 371 / 61801

41	1947 31	Palestine	E1377 /G 35
		EASTERN	13 FEB 1947

E1377/48/C.

Admiralty
H059692/47

Dated 11 Feb
Received 13 Feb.

Illegal immigration: Italy

Refs to F.O. letter (E419/48/C)

States that Admiralty have no objection to the employment of Lt Col Dyson on collating of information.

Last Paper.
E1376

References.
E1057/48/C

(Minutes.)

We have just telegraphed on these lines to HM Embassy at Rome.

x 13 Feb. 47

(Print.)

(How disposed of.)

(Action completed.) JF 10/2	(Index.) WPH.
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Next Paper.
(E1617) E1378

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Reference: **FO 371/61801**

13 FEB 1947

Copy No. 1.

E E13YY

36



Any further communication should be addressed to—

The Secretary of the Admiralty,
London, S.W.1

13 FEB 1947 L.P.—No. 8

Admiralty, S.W.1.

quoting "M.059692/47
TOP SECRET.

11th February, 1947.

Sir,

I am commanded by My Lords Commissioners of the Admiralty to refer to Mr. Baxter's letter E.419/48/G of the 5th February concerning the collection and reporting of information about illegal immigration in Italy and to draw your attention to my semi-official letter M.059654/46 of the 29th January to Mr. Pyman.

2. As stated in that letter, My Lords have no objection to the employment of Lt.Cdr. Dyson on the work of collating the information made available to His Majesty's Embassy in Rome, but they do not wish him to be employed on this work in a naval capacity. Insofar as naval advice on this material may be required, it will be provided by the Naval Attaché or, until his appointment, by the Flag Officer Liaison, Italy.

I am, Sir,
Your obedient Servant,

G. H. D. D.

The Under-Secretary of State,
Foreign Office,
S.W.1.

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Reference: FO 371/61801

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13 FEB 1947

Copy No. 1. 37

Received from Military Branch, Admiralty.

Admiralty Letter MOS 9692 / 47 dated 11. 2. 47

addressed The Under Secretary of State,
Foreign Office.

Signature _____

Rank _____

Dept _____

Date _____

To be signed and returned immediately to Military Branch
(Room 55) Admiralty.

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Reference:

FO 371 / 61801

	Palestine	E1348 / G 38
42	31	EASTERN

E1348/48/G.
 Mr Nigham C.O
 to Mr Beith
 Y6021/54/47
 Dated 12 Feb
 Received 13 Feb.

Illegal immigrant ships
 Refs to his letter (E12252/Y656/31)
 Suggests modified system
 for intercepting ships and
 requests F.O. views.

Last Paper.
 E1347

(Minutes.)

References.
 E12082/Y656/31

The present suggestion is that we should persuade the foreign Government whose flag an illegal immigrant ship is wearing to agree to the ship's interception on the high seas: and arrest, if confirmatory evidence is found. The Cabinet turned down the Admiralty's previous suggestion about interception on the grounds that we risk being involved in another case like that of the "I'm Alone". It would seem that the present suggestion avoids that risk, since the only party who could take us before an International Court would be the Government under whose flag the ship in question was registered. If that Government makes it clear in advance that they approve our action, we should be safe enough.

(Print.)

Attractive as the idea is, I am not inclined to recommend that we should run any considerable risks ~~whatsoever~~ merely for the purpose of diverting ships straight to Cyprus. The total effect on illegal immigration will be nil, since the illegal immigrants will still continue to reach Palestine from Cyprus. It would however spare our Military and Naval authorities in Palestine a good deal of unpleasant work in the way of trans-shipment.

(How disposed of.)
 T) Teague 22 Feb
 P) C.O. 25 Feb
 N.S. 25 Feb
 Adly 25 Feb
 Mr Nigham C.O
 from Mr Beith
 25 Feb

J.G.S. Beith
 J.G.S. Beith.
 14th February, 1947.

Mr. Beckett - first

(Action completed.) 25/24/4	(Index.) W.H.
--------------------------------	------------------

I do not think that the suggestion in paragraph 3 of this letter is open to any legal objection. If the Honduran Government has agreed that a ship wearing the Honduran flag can be intercepted outside territorial waters and arrested there if found to be carrying illegal immigrants to Palestine, then, as Mr. Beith says, Honduras cannot complain afterwards if we act accordingly. There cannot be anything contrary to international law because the flag state will have agreed. My only doubt is whether the suggestion will prove fruitful from the practical point of view. For instance, is it likely that, once it is known that a Honduran

Next Paper.

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Reference: **FO 371/61801**

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ship is on its way to Palestine, we shall get the Honduras Government to agree to all this in time for their agreement to be effective. I rather think that what will happen will be a lot of urgent telegraphic instructions to our representative in Honduras, much delay on the part of the Honduras Government in replying etc., etc., and, in the end, much paper and nothing achieved. I may be wrong about that, but that is what I think will happen. Honduras is very likely to reply that she will consider the matter if other countries in similar circumstances do so, etc., etc.

W. B. Beith

15th February, 1947.

N.B. one further point before this paper is submitted. It seems likely that the Govts. concerned will be almost exclusively S. American. In my experience S. American Govts. are very conscious of international law and indeed highly legalistic, if given a chance. I agree with Mr Beith that they will be ~~slow~~ slow to give us the answer we require.

S. American Dept.
N. A. Dept.

W. B. Beith
Feb. 17

I agree with Mr. Beith. The countries whose flags are mostly being used (Panama, Honduras, Cuba) are now under N.A. Dept's jurisdiction and they may have views - there would seem to be no objection to an approach in the sense indicated to any Govts. whose flags have been abused, or are in our opinion likely to be abused, but I am doubtful about the chances

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of obtaining practical results
without interminable delay

J. D. Murray
(J. D. MURRAY)

I agree with Mr. Murray,
but nevertheless I think the
scheme is worth trying. We may
get a quicker response from
the Courts. involved after their
flags have been misused once
or twice.

F. E. A. Rendell
(signed) F. E. A. Rendell
19/2

In the light of the above minutes
I recommend that we take
an early opportunity to
try this scheme out, i.e.
on the next ship about
which we have ^{advance} information

J. D. Smith
Feb. 19

R. J. Farran
19/2

W. J. ...
20/2

We can try it but I doubt if
the scheme will work more than
once. What, for example, is there
to prevent one of the ships sailing

NOTHING TO BE WRITTEN IN THIS MARGIN.

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Reference:-

FO 371 / 61801

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41

Minutes.

from a port under a false
American flag, from substituting
the flag of another state
once it has left port.

R. G. H.

20/2

Draft to Co.

13 Feb. 21

NOTHING TO BE WRITTEN IN THIS MARGIN.

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Reference:

FO 371 / 61801

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13 FEB 1947

Colonial Office,
Downing Street, S.W.1.

76021/54/47.

~~TOP SECRET~~ 12th February, 1947.

E1378

Dear Beith, E 12252

You will recall that in my letter to Dodds of the 16th of December I suggested that countries whose flags had been falsely assumed by illegal immigrant ships might be asked to agree to the interception of ships wearing their colours in order that their identity could be verified and any abuse of flag checked.

Since then, the Cabinet have of course turned down the idea of intercepting illegal immigrant ships on the high seas, but you will see from Palestine telegram No. 271 that the High Commissioner has again returned to the charge asking for reconsideration of this decision. I spoke to Beckett about this telegram and he felt that unless we could advance very new and very weighty reasons, there was little chance of inducing the Lord Chancellor to modify his previous opinion, and we shall probably therefore have to tell the High Commissioner that we can do nothing at least for the present.

Perhaps, however, you would consider pursuing the suggestion in paragraph 1, although I think the original idea should be somewhat modified. Our requirements would best be met if the Hondurian and other Governments could be approached once it was known that a ship wearing their flag was on its way to Palestine, with a request that they would agree to the interception of the ship on the high seas by the Royal Navy and to her arrest if the Navy found confirmatory evidence.

I

J.G.S. Beith, Esq.

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FO 371/61801

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43

I should be grateful if this question could be considered urgently. I am sending a copy of this letter to Dodds, Admiralty.

Yours sincerely,

John Higham

RECEIVED IN D. O.
12 FEB 1947
13 FEB 1947

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Reference:-

FO 371 / 61801

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E 1378/48
Registry
No. E 1587/84/131

44

Top Secret.
Secret.
Confidential.
Restricted.
Open.

OUT FILE

F. O.,

February 1947.

Despatched 5 10 P.M.

J. G. S. B.
Draft.
Tegucigalpa.

IMMEDIATE

Confidential

Telegram.

No. 5

(Date) Feb. 22

Repeat to:—

Mr Evans agrees
(in the absence of
Mr Becker)
Mr. Dept. Int
J.S. Beint
Feb. 22

Ex. Clax.
Codex
Cypher.

Distribution:—

Departmental No. 1

Copies to:—

- Colonial Office (Mr. Higham)
- M. I. 5 (Major Chadwick)
- Admiralty (Mr. Dodds)

S.S. "Ulua", registered at La Ceiba, sailed from Sousse for Genoa on February 15th with final destination Palestine. She carries 660 Jewish illegal immigrants, who left Sweden with fraudulent Cuban visas on the pretext that they were travelling to Cuba.

2. Our normal practice is to wait until illegal immigrant ships enter Palestine waters before arresting them and transhipping their passengers to Cyprus, but it would spare the military and naval authorities much unpleasant work if ships could be diverted on the high seas and taken in to Cyprus direct. ^{N.P. 3} But we are ^{however} prevented from doing this by the risk that the country where the ship is registered might bring an action against us under international law, under which it ^{may be} difficult to justify the arrest of a vessel on the high seas on the grounds that her passengers intend to break the law of the country of destination; but

3. if ~~however~~ the country of registration agreed to our interception of the vessel, we should not run the above-mentioned risk and the Government of Palestine's task would be much lightened. ^{N.P. 4.} Please endeavour urgently to secure the consent of the Honduran Government to the interception of the/

NOTHING TO BE WRITTEN IN THIS MARGIN.

3148 Wt. 26469/137 50m 9/46 (51) F.&S.

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Reference: FO 371/61801

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45

the S.S. "Ulua", and her diversion to Cyprus if investigation proves that she is engaged in the illegal immigration traffic. This traffic is gravely embarrassing H.M.G. in the exercise of the Palestine mandate and we look to the Honduran Government to counteract the misuse of their flag by agreeing to the action proposed.

4. If action is to be taken in the case of the "Ulua", we should require a reply within the next few days. If, however, the Honduran Government's reply is delayed until after the arrival of this vessel, an agreement in principle would still be valuable, as there will probably be further vessels under Honduran flag engaged in this traffic.

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1378/48/4
E. 1587/84/81.

OUT FILE

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Cypher/OTP.

DEPARTMENTAL NO. 1.

FROM FOREIGN OFFICE TO TEGUCIGALPA

No. 5.

D. 5.10 p.m. 22nd February, 1947.

22nd February, 1947.

IMMEDIATE.

CONFIDENTIAL.

S.S. "Ulua", registered at La Ceiba, sailed from Sousse for Genoa on February 15th with final destination Palestine. She carries 680 Jewish illegal immigrants, who left Sweden with fraudulent Cuban visas on the pretext that they were travelling to Cuba.

2. Our normal practice is to wait until illegal immigrant ships enter Palestine waters before arresting them and transshipping their passengers to Cyprus, but it would spare the military and naval authorities much unpleasant work if ships could be diverted on the high seas and taken in to Cyprus direct.

3. We are however prevented from doing this by the risk that the country where the ship is registered might bring an action against us under international law, under which it may be difficult to justify the arrest of a vessel on the high seas on the grounds that her passengers intend to break the law of the country of destination; but if the country of registration agreed to our interception of the vessel, we should not run the above-mentioned risk and the Government of Palestine's task would be much lightened.

4. Please endeavour urgently to secure the consent of the Honduran Government to the interception of the S.S. "Ulua", and her diversion to Cyprus if investigation proves that she is engaged in the illegal immigration traffic. This traffic is gravely embarrassing His Majesty's Government in the exercise of the Palestine mandate and we look to the Honduran Government to counteract the misuse of their flag by agreeing to the action proposed.

5. If action is to be taken in the case of the "Ulua", we should require a reply within the next few days. If, however, the Honduran Government's reply is delayed until after the arrival of this vessel, an agreement in principle would still be valuable, as there will probably be further vessels under Honduran flag engaged in this traffic.

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Registry

No.

1378/48/G

J. G. S. B.

Draft.
Mr. Higham,
Colonial Office.

(from Mr. Beith)

Copy to:-

Mr. Dodds,
Admiralty.

Please return to +10 +10 25 47
FOREIGN OFFICE, S.W.1.

25 February 1947.

Dear Higham,

Thank you for your letter of February 12th containing the suggestion that we might ask countries whose flag is being worn by illegal immigrant ships to agree to ~~the~~ ^{their} interception of ~~the~~ ^{their} ship on the high seas by the Royal Navy, and to ~~the~~ ^{their} arrest of ~~the~~ ^{find} ship if the Navy ~~found~~ confirmatory evidence.

Our Legal Adviser agrees that we would be covered under international law in proceeding accordingly, since the flag state will have agreed to our action and cannot therefore complain of it. We are somewhat doubtful whether the proposed action will yield useful results since:-
(a) it may take us some/time to secure the concurrence of the Government concerned.
(b) the vessel concerned may not stick to the original flag under which she left her port of departure. If, however, she ^{Changed} ~~did~~

this/

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48

Changed her flag,

^{for}
~~this~~ it might well be ~~that she assumed~~ an
unrecognised flag such as the Zionist
emblem, and we should presumably then be
justified in intercepting her in the same
way.

In any case the best plan would seem to
be to give this new idea a trial and we
would propose to do so with the next ship
that we know to be on the way. Will you
let us have the name and registry of your
first candidate?

I am sending a copy of this letter to
Dodds at the Admiralty.

13 Feb. 21

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FOREIGN OFFICE, S. W. 1.

25th February, 1947.

(E 1378/48/G)

Dear Higham,

Thank you for your letter of the 12th February containing the suggestion that we might ask countries whose flag is being worn by illegal immigrant ships to agree to their interception on the high seas by the Royal Navy, and to their arrest if the Navy find confirmatory evidence.

Our Legal Adviser agrees that we would be covered under international law in proceeding accordingly, since the flag state will have agreed to our action and cannot therefore complain of it. We are somewhat doubtful whether the proposed action will yield useful results since:-

(a) it may take us some time to secure the concurrence of the Government concerned,

(b) the vessel concerned may not stick to the original flag under which she left her port of departure. If, however, she changed her flag, it might well be for an unrecognised flag such as the Zionist emblem, and we should presumably then be justified in intercepting her in the same way.

In any case the best plan would seem to be to give this new idea a trial and we would propose to do so with the next ship that we know to be on the

way.

J. D. Higham, Esq.,
Colonial Office.

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way. Will you let us have the name and registry
of your first candidate?

I am sending a copy of this letter to Dodds at
the Admiralty.

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E1499/48/31

E1533

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FO 371 / 61801

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43	31	Palestine EASTERN	E1616/G 51
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E 1616/48/9.

Mr Higham C.O.
to Mr Beith
Y6021/46 A

Dated 14 Feb
Received 22 Feb.

Illegal immigration from France

Reps to K.O. letter (E843/48/9)
Agrees that French Govt should
be approached. Comments
on methods for preventing
illegal sailings.

Last Paper.
E1378

References.

(Minutes.)

To take the three points raised by Mr. Higham in inverse ratio of importance:-

(a) I am sending to Mr. Higham, in reply to his paragraph 3, a copy of Mr. Ashley Clarke's letter of January 18th in E 848/28/31, which has been extracted from the file for this purpose. This letter reports that the French authorities went back on the tentative suggestion put forward by M. Bousquet that the numbers of Jewish illegal immigrants proved to have reached Palestine through France should be deducted from the transit quota authorised by the French Government.

(Print.)

(How disposed of.)

Dft) Mr. Higham (C.O.)
Mar 13

78) Maj. Chadwick
M.I.S.

Mr. Jodds, Dcty
Mr R.S.F. Edwards,
M/Trans
Mar 13

(b) We should be grateful for the observations of Mr. Evans on the chances of preventing the departure of ships by invoking the International Safety at Sea Convention. We shall also see what the Ministry of Transport have to say. Our experience of the laxity and independence of French local officials suggests that, even if a case could be proved under this Convention against a particular ship, we could not rely upon the local authorities to prevent departure.

(c) I have discussed with Sir A. Rumbold the suggestion that we should raise the illegal immigration point with the French Government in our negotiations for a treaty of alliance. I understand from him that there is little chance of doing so before the conclusion of the alliance, but that there should be a general clause in the treaty which would permit us to take up the matter immediately after signature. Subject to this change of timing, we can therefore meet the Colonial Office's suggestion.

(Action completed.)	(Index.)
2/19/13	W.H.

Query. Reply accordingly to the Colonial Office.

Mr. Evans. }
Western Dept. }
28653 F.O. }
J. G. S. Beith

Next Paper.
E1617
(E1828)

(J.G.S. Beith)
24th February, 1947.

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The International Convention for the

Safety of Life at Sea, 1929, and the International Convention respecting Load Lines, 1930, prescribe certain minimum requirements regarding the construction, equipment and loading of ships with the object of promoting safety of life at sea. The Convention only binds signatory states which have ratified them and colonies, etc. of such states to which they have been extended. Moreover the Conventions apply only to ships belonging to such states and territories. (France and Sweden have ratified both Conventions.)

2. Clearly the Conventions impose obligations on every contracting state, and other territories to which they have been extended, to ensure that ships belonging to it satisfy the requirements prescribed, and as a party to the Conventions we can insist on the fulfilment of these obligations.

3. The Conventions do not, however, impose similar obligations on states and territories as regards foreign ships in their ports.

4. As to the Convention of 1929, Regulation XXII of Annex 1 provides inter alia that whenever an accident occurs or a defect is discovered which effects the safety of a ship to which the Convention applies, or the efficiency of its life saving equipment or whenever any important repairs or renewals are made to such a ship, it shall be subjected to a survey to ensure that it complies with the requirements of the Convention. By Article 10 of the Convention each Contracting State binds itself to take measures to apply and enforce the principle of the above Regulation, and to secure that, from the point of view of safety of life, the ship is fit for the service for which it is intended. The occasion for the survey contemplated by Regulation XXII might of course arise when a ship is in a foreign state bound by the Convention, and I take it that in such event the Convention lays on that state the obligation to ensure that the ship does not put to sea unless the requirements of the Convention are complied with. But I cannot find that the Convention imposes any other obligation on which we might rely as regards foreign ships. It goes no farther than to give contracting states and territories to which it has been extended a limited right of control by which they may ensure that foreign ships to which the Convention applies comply with the Convention. There is no obligation, *apart from Article 10,* so far as I can see, to prevent ships from putting to sea if they do not comply with the Convention.

5. As to the Convention of 1930, Article 10 of *the Convention* gives a limited right of control similar to that given by Article 54 of the Convention of 1929.

6. My conclusion, therefore, is that we can insist on other states bound by the Conventions ensuring that the requirements of the Conventions are satisfied by their own ships and preventing the sailing of their own ships which do not satisfy those requirements, but so far as foreign ships are concerned, we can ^{only} insist on the due observance by such states and territories of Article 10 of

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the Convention of 1929 which is of very limited application, and we can ask them to exercise their right of control.

7. The Board of Trade has statutory power to detain in any port in the United Kingdom any ship which is unsafe, having regard to the service for which she is intended by reason of the defective condition of her hull, equipment or machinery, or by reason of overloading or improper loading, or by reason of undermanning. (See Halsbury, Laws of England, Vol. XXX p. 267) This power extends to foreign as well as to British ships. It is probable that many foreign states have similar provisions in their laws, and we might ask such states to make use of those provisions in respect of unseaworthy immigrant ships.

W.V.J. Evans

W.V.J. Evans.
27th February, 1947.

Mr. Beckett said.

As regards c), the spirit of the Treaty rather than a specific clause will have to be appealed to. I attach a copy of the latest (? final) version of the treaty.

P. Beckett
3/3

I now submit a draft despatch to Paris giving a fairly full account of recent illegal Jewish immigrants sailings from the South of France and instructing H.M. Ambassador to take the matter up with Mr. Bidault's deputy in the spirit of our recent Alliance. The draft has been agreed with the Colonial Office.

2. As regards the International Convention for the Safety of Life at Sea and its relevance to this traffic I submit a draft reply to the Colonial Office giving Mr. Evans' opinion. We still await the views of the Ministry of War Transport.

H. S. Beith
11th March, 1947.
(BEITH)

me. ATO

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Minutes.

The draft despatch to Paris
has now been turned into
a tel. to take account
of the Defence Ctee's recent
directive, and sent

13 Mar 19

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48
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Colonial Office,
Downing Street,
S.W. 1.

76021/46A
CONFIDENTIAL

14th February, 1947.

E1616
22 FEB 1947

Dear Beith,

While we entirely agree with the view expressed in your letter E.843/48/C of the 6th February to Ashley Clark, that the main hope of further progress is to approach the French Government at a high level - and the sooner the better - we feel that the time has come when you should not only represent how embarrassing this traffic is to His Majesty's Government but that you should make it clear to the French that we find a strange inconsistency in their failure to take action in support of a Government with whom they seek an alliance.

2. We are asking Jerusalem to send to Paris direct all available details about the arrival of the MERICA. This seems to be yet another case where despite their formal agreement to check travel documents, the French have permitted the embarkation of Jews with Cuban visas which have not been verified.

3. We should be interested to know the result of the personal suggestion put forward by M. Bousquet in Paris, Saving Telegram 25 that the numbers of illegal immigrants arriving in Palestine from France should be deducted from the French quota.

4. I have had a word with Evans and the Ministry of Transport about the international Safety at Sea

Convention and they

J.G.S. BEITH, ESQ.

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Convention and they think that there are probably good legal grounds for asking countries concerned to prevent the sailing of snips proved to be unseaworthy. You will recall that the French themselves took the initiative in preventing the ULUA from leaving Le Havre on the grounds that she had insufficient boats, but this decision of the port authorities was over-ruled by the Ministry of the Interior. If there is anything to be made of this Safety Convention then you will presumably

- (a) use it as a basis of a protest to the French about the ULUA and previous vessels - and
- (b) inform your posts in the country concerned so that they can take immediate action when any suspect ship is known to be about to sail.

5. I am sending copies of this letter to Chadwick, G.C.B. Dodds, and R.S.F. Edwards (Ministry of Transport). I should in particular be glad of the latter's early remarks on the extent to which the Safety Convention covers these repeated sailings of unseaworthy and ill-formed vessels.

found

Yours sincerely,

John Wigham

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FOREIGN OFFICE, S.W. 1.,

24th February, 1947.

E 1616/48/G

Secret

In reply to the question raised in the third paragraph of your letter 76021/46 A, of February 14th, about Jewish illegal immigration, I send you herewith a copy of a letter from Ashley Clarke, dated January 18th, which shows that the French Ministry of the Interior would not accept Bousquet's tentative suggestion about the deduction of the number of illegal immigrants arriving in Palestine from the French transit quota.

(Signed) J.G.S. BEITH

J.D. Higham, Esq.

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Draft.

J.D.

Mr. Higham,
Colonial Office.

from

Mr. Beith.

*Minute by
Mr Evans of Feb. 27*

Copy to
Major Chadwick,
M I 5.

Mr. Dodds, Admiralty

Mr. R. S. F. Edwards,
Ministry of
Transport.

*J. S. Beith
Mar. 11*

+ 3 c.p.

58

Foreign Office, S.W.1.

Dear Higham March, 1947.

With further reference to your letter of February 14th about Jewish illegal immigration I send you herewith a note by Evans on the ways in which we might invoke the International Convention for the Safety of Life at Sea to prevent Jewish illegal immigration.

I am sending copies of this letter to the recipients of your letter and shall be interested to see the views of the Ministry of Transport on this point.

*13 Mar. 12
(sgd) John Beith*

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FOREIGN OFFICE, S.W.1.

15th March, 1947.

(S 1616/44/8)

Dear Higham

With further reference to your letter of 14th February about Jewish illegal immigration I send you herewith a note by Evans on the ways in which we might invoke the International Convention for the Safety of Life at Sea to prevent Jewish illegal immigration.

I am sending copies of this letter to the recipients of your letter and shall be interested to see the views of the Ministry of Transport on this point.

(Jgl)

(J.G.S. Bolith)

J.D. Higham, Esq.,
Colonial Office.

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Draft.
H.M. Ambassador,
Paris.

No. . . .

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Seen by Mr Beeky
Agreed by Co.

J.S. Beith
MAR. 11
(BEITH)

Copy to:

Washington.

British Middle
East Office.

Colonial Office
(Mr. Higham) -
2 copies.

Admiralty
(Mr. Dodds).

M.I. 5. (Major
Chadwick)

Western Dept.
Int

✓
11.3.

60
March, 1947.

IMMEDIATE

Sir,

In recent months ^{NM Embassy} members of ~~V.E.'s~~ staff have made repeated representations to the ~~Ministry for F.A. and the Ministry of the Interior~~ French officials concerned regarding the movement through France of Jewish illegal immigrants en route to Palestine. At the beginning of January Mr. Ashley Clarke headed a British delegation which took part in conversations with French and American officials on the subject of the control of exit from Germany: one of the delegations primary objects ^(secure more complete) was to control the movement of Jewish illegal immigrants from Eastern Europe into France, whence they could take ship to Palestine. Since then Mr. Ashley Clarke has had conversations with M. Bousquet and representatives of the French Minister ^{ly} of the Interior from which it has transpired that the French Government are not at present disposed to modify the system by which a renewable quota of 8,000 Jews are permitted to enter France in transit without visas of ultimate destination.

2. Recent events show that the flow of illegal Jewish immigrants from the South of France to Palestine ^(is on the increase & continuing) continues. The two ships "Merica" and "San Miguel", which embarked Jewish immigrants at the port of Sète, both arrived in Palestine waters during February. The first (~~optimistically~~ renamed "La Negev") was intercepted on February 8th carrying/

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carrying 650 passengers, and the second (renamed "Hamapil H' Almoni" or "The Unknown Refugee") was intercepted on February 17th with 807 passengers. The "Ulua" (renamed "Haim Arlossorof"), which left Sweden with 600 Jews, arrived in Palestine waters with some 1,300 passengers. ~~Immigrants~~

This vessel, as you are aware, called at Le Havre en route

on the 28th January and at Algiers and Sousse in February, ^(but in her case) It is probable that the French authorities

held to ~~did carry out~~ their undertaking not to permit the embarkation of further Jews ~~on the "Ulua"~~ and that the remaining 700 passengers were taken on in

Italy. The "Abril" has now arrived in Palestine from Port de Bouc with another 600 ^{Jews}. If the

"San Dimitrio", which was intercepted in Palestine waters on October 30th last with 1,279 Jews from the French camp at La Ciotat, is added, a figure is reached of almost ^{2,500} ~~3,000~~ illegal immigrants

from France alone during a period of approximately three months. ~~In addition,~~ ^{moreover,} there is evidence that the organisers of this traffic are determined to

force the pace of the operation and by hook or by crook to crowd upwards of 15,000 Jews into ^{their} ~~these~~ ~~dismal hulks~~ ^{ill found ships} during the next two to three months.

At least three ships in the port of Marseilles are known to have been fitted out for this purpose, while two further vessels now in Scandinavian ports are believed to be planning to sail for Marseilles as soon as they are ready.

Their names are as follows:-

At Marseilles-

"Guardian"

(Honduranean registry)

"Archangelos"/

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"Archangelos" " (Greek registry)

"San Filipo" " (Panamanian registry withdrawn)

In Scandinavian ports -

"San Basilio") (Panamanian registry now withdrawn.)

"San Eusebio")

Marseilles has, ^{indeed,} now become one of the most important European centres for the organisation of Jewish illegal immigration.

3. I recognise that the French Government find it difficult, on a superficial consideration of the facts, to resist the appeal of Jewish relief societies to permit the transit of Jews through France.

H.M.G. themselves are the first to recognise the duty of every country to aid in the lawful and agreed resettlement of Jewish refugees.

~~As Mandatory for Palestine, however, they are compelled to administer immigration into Palestine in as fair as possible a manner and one which will at least not increase existing tension in that~~

~~country.~~ A monthly quota of 1,500 immigration visas for Jews is at present in force and half this quota is being devoted to illegal immigrants detained in Cyprus. It is ^{however} only with the greatest reluctance that the Palestine administration can accept these immigrants who have been left on their doorstep, and the Cyprus camps are merely places of temporary detention which, for convenience, have been established outside Palestine.

There is a limit to the numbers that it is practicable to guard in these camps and the Palestine/

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But these Jews ^{who} ~~are being sent to~~ are being allowed by the French authorities to embark at French ports are attempting to secure admission illegally into Palestine and the failure of the French Govt to take any adequate steps to prevent this traffic is causing serious embarrassment to the Govt in their administration of the Palestine Mandate.

The Govt have, indeed, already gone as far as possible to meet the demand from European Jews to enter Palestine.

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Palestine Administration deplore the necessity of devoting so large a proportion of the monthly quota to the admission of illegal immigrants, and ~~the fact remains that the Jews who reach Cyprus and thus enter Palestine do so at the expense of those other Jews who are waiting to enter Palestine legally~~ *are compelled to wait still longer.*

4. H.M.G. have the most reliable evidence that illegal immigrant traffic is not the spontaneous exodus of fear-stricken refugees which it is so often represented to be, but a carefully organised campaign designed to instil in European Jews, who might otherwise be content to try to re-settle in Europe *or elsewhere*, a fanatical desire to reach the Promised Land. The illegal immigrants *are herded* embark in conditions of squalor and danger in unseaworthy and ill-found vessels; ~~and the lack of intercepting them when the ships are intercepted, the scuffles ensue which often result in casualties and deaths, and are highly uncommercial.~~ *and their arrival in Palestinian waters forced upon the British navy the refusal and lack of intercepting the ships and transferring the passengers to other vessels to take them to Cyprus.*

is the result of

and their arrival in Palestinian waters forced upon the British navy the refusal and lack of intercepting the ships and transferring the passengers to other vessels to take them to Cyprus.

Moreover
5. The arrival of the ships in Haifa *Palestinian waters* inevitably causes on each occasion a state of heightened emotional tension throughout the Jewish community in Palestine, and is ~~almost~~ *frequently* invariably the signal for a fresh wave of terrorist outrages. It is significant that the incidents of the 1st March, which led to the imposition of martial law in certain areas of Palestine/

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Palestine, followed closely on the arrival of the "Ulua" on the 28th February. ~~There is no doubt that the terrorists are only too glad to seize ^{upon} an opportunity of this kind as an immediate excuse for their operations, while the Jewish population are so fanatical in their support of immigration by any means, legal or illegal, that they are the more ready to defend terrorism when it appears to be connected with the arrival of a fresh shipment of refugees.~~

E843/48/cr
 May A

6. You will be aware from the enclosure to Mr. Beith's letter to Mr. Ashley Clarke of the 6th ~~March~~ ^{Feb.} that my legal advisers consider that the embarrassment caused by illegal immigration, both to H.M.G. and to the Government of Palestine, is such as to warrant ~~our~~ ^{their} continuing to press ~~our~~ ^{their} requests that foreign Governments should take what measures they can to control the ~~exit of such persons from their territories.~~ ^{departure of illegal immigrants.} It is principally, however, on more general grounds and in the spirit of the Treaty of Alliance recently concluded ~~with~~ between the two countries, that I would ~~request~~ ^{expect} the French Government to give serious and sympathetic consideration to the difficulties which I have outlined above, and I shall be grateful if ~~you~~ ^{YE.} will make ^(the most pressing) representations in ~~this sense~~ to the French Acting Minister of Foreign Affairs ^{now at length to take adequate steps to put a stop to this traffic from French ports.}

7. I am sending copies of this despatch to H.M.A. at Washington and to the B.M.E.O.

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Articles 49, 51, 52, 53 and 107 thereof;

Determined to collaborate in measures of mutual assistance in the event of any renewal of German aggression, while considering most desirable the conclusion of a treaty between all the Powers having responsibility for action in relation to Germany with the object of preventing Germany from becoming again a menace to peace;

Having regard to the Treaties of Alliance and Mutual Assistance which they have respectively concluded with the Union of Soviet Socialist Republics;

Intending to strengthen the economic relations between the two countries to their mutual advantage and in the interests of general prosperity;

Have decided to conclude a Treaty with these objects and have appointed as their Plenipotentiaries:

His Majesty the King of Great Britain, Ireland and the British Dominions beyond the Seas, Emperor of India,

For the United Kingdom of Great Britain and Northern Ireland,

The Right Honourable Ernest Bevin, M.P.,
His Majesty's Principal Secretary of State for Foreign Affairs;

The Right Honourable Alfred Duff Cooper, a Member of His Majesty's Privy Council, Companion of the Distinguished Service Order, His Majesty's Ambassador /Extraordinary

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Extraordinary and Plenipotentiary at Paris,
 The President of the French Republic,
 For the French Republic,
 His Excellency Monsieur Georges Bidault,
 Minister for Foreign Affairs,
 His Excellency Monsieur René Massigli, Ambassador
 Extraordinary and Plenipotentiary of the French
 Republic in London,
 who, having communicated their Full Powers, found in
 good and due form have agreed as follows:

Article I.

Without prejudice to any arrangements that may be
 made, under any Treaty concluded between all the Powers
 having responsibility for action in relation to Germany
 under Article 107 of the Charter of the United Nations,
 for the purpose of preventing any infringements by
 Germany of her obligations with regard to disarmament
 and de-militarisation and generally of ensuring that
 Germany shall not again become a menace to peace, the
 High Contracting Parties will, in the event of any
 threat to the security of either of them arising from
 the adoption by Germany of a policy of aggression,
 or from action by Germany designed to facilitate such a
 policy, take, after consulting with each other and where
 appropriate with the other Powers having responsibility

/for

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for action in relation to Germany, such agreed action (which so long as the said Article 107 remains operative shall be action under that Article) as is best calculated to put an end to this threat.

Article II.

Should either of the High Contracting Parties become again involved in hostilities with Germany, either in consequence of an armed attack, within the meaning of Article 51 of the Charter of the United Nations, by Germany against that Party, or as a result of agreed action taken against Germany under Article I of this Treaty, or as a result of enforcement action taken against Germany by the United Nations Security Council, the other High Contracting Party will at once give the High Contracting Party so involved in hostilities all the military and other support and assistance in his power.

Article III.

In the event of either High Contracting Party being prejudiced by the failure of Germany to fulfil any obligation of an economic character imposed on her as a result of the Instrument of Surrender or arising out of any subsequent settlement, the High Contracting Parties will consult with each other and where appropriate with the other Powers having responsibility for action in

/relation

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-5-

relation to Germany, with a view to taking agreed action to deal with the situation.

Article IV.

Bearing in mind the interests of the other members of the United Nations, the High Contracting Parties will by constant consultation on matters affecting their economic relations with each other take all possible steps to promote the prosperity and economic security of both countries and thus enable each of them to contribute more effectively to the economic and social objectives of the United Nations.

Article V.

(1) Nothing in the present Treaty should be interpreted as derogating in any way from the obligations devolving upon the High Contracting Parties from the provisions of the Charter of the United Nations or from any special agreements concluded in virtue of Article 43 of the Charter.

(2) Neither of the High Contracting Parties will conclude any alliance or take part in any coalition directed against the other High Contracting Party; nor will they enter into any obligation inconsistent with the provisions of the present Treaty.

Article VI.

The present Treaty is subject to ratification

/and

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and the instruments of ratification will be exchanged in London as soon as possible.

It will come into force immediately on the exchange of the instruments of ratification and will remain in force for a period of fifty years. Unless either of the High Contracting Parties gives to the other notice in writing to terminate it at least one year before the expiration of this period, it will remain in force without any specified time limit; subject to the right of either of the High Contracting Parties to terminate it by giving to the other in writing a year's notice of his intention to do so.

In witness whereof the above mentioned Plenipotentiaries have signed the present Treaty and affixed thereto their seals.

Done in Dunkirk the fourth day of March 1947, in duplicate in English and French, both texts being equally authentic.

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Piece 61801

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E 1617/48/31

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E

71

1947

PALESTINE

E 1632
24 FEB 1947

Registry Number } E1632/48/31
FROM } Channing
No. } Reichardt
Dated } 47/13/47/9.
Received in Registry } 12 Feb 1947
24 Feb 1947

SCHULI ADVENTURE
N/A Reichardt (E1046/48/31) of 31/1
includes photostat copy of British military
Pass sent to him from Berlin, together with
envelope, and photograph of himself.
Give further particulars of Reichardt
with visits upon travelling to Denmark via Vienna
Linz and Nuremberg, and whether to stop at each.

Last Paper.

1617

References.

VR- 90867

(Print.)

(How disposed of.)

8/ M.15 (Raj. Chadwick)
with enc in orig
✓ March. 13

4. P.O.

✓ March. 13

8. Dept Camps (Enclosures only)
Political Divn.
✓ C.C.F. Mar 13

(Action completed.)

GSM 1/19/5

(Index)

9/4/48

Next Paper.

E 1645

(Minutes.)

Copy M.15 (with encs. in original)

P.C. Dept. 7.3.47

13 Mar 3

In P.P. C.C.F. letter Bl 89/27/47 3/3

Photostats sent

13 Mar. 18

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20 [unclear] 12
E 72

SECRET

Office of the British
Political Representative,
Bucharest.

47/13/47G.

E 12th February, 1947.

Dear Eastern Department,

With reference to Mr. Sarell's telegram No.98 Secret of 31st January regarding Mr. Schuli Loewenthal, we transmit herewith a photostat copy of the British Military Pass sent to him from Berlin, together with the envelope in which it arrived. We also enclose a photograph of Loewenthal himself.

He was born at Lipcani in 1890 and is holder of Roumanian passport No.26748, Series 021124, issued at Bucharest on 2nd January 1946, which has been renewed until 2nd January 1948. It bears a Roumanian exit visa, No.23012, granted on 10th December, 1946, for Denmark, issued by the Roumanian Ministry of the Interior with the number and date of the A.C.C. (Soviet) approval endorsed upon it.

Loewenthal insists upon travelling to Denmark via Vienna, Linz and Nuremburg, and he wishes to interrupt his journey at each of these places.

We are sending copies of this letter without enclosures to Berlin, Vienna and Copenhagen

Yours ever,
CHANCERY.

5 1632
24 FEB

Eastern Department,
Foreign Office,
S.W.1.

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TO BE WRITTEN IN THIS MARGIN

BERLIN CHARLOTTENBURG 04.1.47-6

BERLIN CHARLOTTENBURG 04.1.47-6

Herrn
Präsident Loewenthal
Vereinigung Rumänischer
Flüchtlinge aus Deutsch-
land

Groß-Berlin R u m ä n i e n
B u k a r e s t

Strade Sf. Constantin 24
ap.7

Groß-Berlin
Bezirksamt Charlottenburg
Verwaltungsamt
Zuzugsbüro
Kaiserdamm 45/46 I

1	2	3	4	5	6
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Reference: **FO 371 / 61801**

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Bezirksamt Charlottenburg
Verwaltungsamt
Zuzugsbüro

Charlottenburg, den 10.12.1946
Kaiserdamm 45/46

Zuzugsgenehmigung.

Hiermit wird bescheinigt, daß der für
Herrn Sebül Loewenthal und Ehefrau
beantragte Zuzug nach Berlin-Charlottenburg.....Str.....
nach den Richtlinien der Britischen Militär-Regierung am 26.11.1946
genehmigt wurde, bis 31.5.1947.

26.2.1947
Mantelvollmacht

On a piece of paper with a letter heading showing that it originated from the Rumanian Ministry of Foreign Affairs the following letter is written. The heading is as follows:

Translation from the German.

Head Offices,
BUCHAREST,
Str. Poparusu 30.

(Jewish World Congress 563/BU Section visa étranger)

D L S Nik

To the Allied Military Mission, BUCHAREST.

The holder of the present letter, Schuli LOWENTHAL, is president of the Association of Rumanian Refugees of GERMANY, an Association recognised by the Ilfov Tribunal, BUCHAREST, exercising its activity under 18/1946. Mr. LOWENTHAL will shortly travel to AUSTRIA, GERMANY and DENMARK, accompanied by his wife, as a special delegate and in the interests of the said association. In order to fulfill his duties, all appropriate occupation authorities are hereby requested to accord him the respective entry and exit visa, as well as to allow his sojourn in their zones. All military and civil authorities are requested to accord him all the necessary assistance and protection.

BUCHAREST, Rumania.

Jan 16 1947

(Signatures of president, secretary general and treasurer of the Association of Rumanian refugees of Germany.)

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Pol/89/27/47

1632 48 175

16 MAR 1947

Political Division,
Headquarters,
Control Commission for
Germany (B.E.),
BERLIN, B.A.O.R.

3rd March, 1947.

Dear Department,

INDEXED

1632/48/175

With reference to Bucharest's Chancery letter 47/13/47G of 12th February about Loewenthal, we would be glad to have a photostat copy here of the supposed Entry Permit.

Yours ever,

CHANCERY.

Eastern Department,
Foreign Office,
S.W.1.

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<p>#42</p>	<p>Palestine EASTERN</p>	<p>E1645 / G 24 FEB 1976</p>
<p>E1645/48A. Chancery, w/lon to E Dept. C-21 /48 Dated 3 Feb. Received 24 Feb.</p>	<p>Illegal immigration: Mr Somers Ref to F.O. 60. 493 (E381/48/81) States that it would be preferable not to take the matter up with State Dept</p>	
<p>Last Paper. E1614</p> <p>References.</p>	<p>(Minutes.) I don't think we need press this NA Dept. H.S. Beins Feb. 27</p>	
<p>(Print.)</p>	<p>I think the Manual might be sent a copy of this letter for inf. as Washington do not appear to have done so. P. Stephens 20/2.</p>	
<p>(How disposed of.) of Ciudad Trujillo has 19 mar?</p>	<p>Copy Ciudad Trujillo refe. 15 Mar. 3</p>	
<p>(Action completed.) 25/13</p>	<p>(Index.) 16/4.</p>	
<p>Next Paper. E1646</p>		

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Reference: FO 371 / 61801

24 B 1947

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E1645

77

BRITISH EMBASSY,
WASHINGTON 8, D. C.

24 FEB 1947
3rd February 1947

SECRET

Ref: G2/ /47

Dear Department,

48
E/green

Would you please refer to Foreign Office telegram No. 493 of 16th January about Representative Somers' attempt to persuade the President of the Dominican Republic to assist illegal immigration into Palestine.

We would prefer on the whole not to take this up even informally with the State Department because there is a not inconsiderable risk that our remarks would leak out and President Trujillo's difficulties with the United States might be increased. A leakage would be made the most of by the extreme Zionists, as Somers is one of the co-chairmen of Gillette's American League for a Free Palestine, and in view of the legal position as regards the League's advertisements supporting illegal immigration (our telegram No. 43 of 4th January), we could hardly hope for any comparable advantage to offset this risk. Representative Somers's views are well known to the State Department, and as his effort appears fortunately to have defeated itself, we think it would be wiser to leave it at that.

Yours ever,

CHANCERY

h.c.

Eastern Department,
Foreign Office,
London, S.W.1.

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46

1947

Palestine
EASTERN

E1646 /G 78
24 FEB 1947

E1646 /48/C

Chancery, Stockholm
to E Dept.
54/20/47
Dated 18 Feb
Received 24 Feb.

Illegal immigration: S. E. Ulu

Refs to F.O. Ulu (E843/48/C)
States that all arguments
have had little success.

Last Paper.

E1645 (E1275)

References.

(Print.)

(How disposed of.)

8) c.o.
Adly
Mis

Feb
Mar 8

(Minutes.)

Copy Co. }
Adly. } usual names
Mis. }

a resubmit with pp. pnc
13 Feb. 27

12 Mar 14

(Action completed.)

2/13

(Index.)

W.H.

Next Paper.

E1734 (E1991)

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Reference: FO 371 / 61801

24 FEB 1947

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1646

Jan
79
END

BRITISH LEGATION,

STOCKHOLM.

18th February, 1947.

54/20/47

48

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BE

Dear Eastern Department,

We tried all the arguments in the enclosure to your letter E 843/48/G of February 6th some time ago, with very little effect.

The Swedes agreed with (a) in principle, and also (b) and (c) but contended that nobody had supplied any proof (though admittedly there was a strong supposition) that the emigrants were going to Palestine. Their laws did not in any case allow of their investigating the destination of those leaving Sweden. The Jews had done nothing illegal in hiring a ship to go to Cuba. If they did not go there, it was not Sweden's business.

We suggested that the "Ulua" might be armed, and they agreed that that would be an offence against their laws and immediately carried out a meticulous search but without finding anything.

We suggest, with all deference to legal opinion, that "the element of violence" is not present in the Jews' attempt to enter Palestine. It only arises when we try to stop them.

We shall, however, continue to press our requests, but without great expectations.

Yours ever,

STOCKHOLM CHANCERY

Eastern Department,
Foreign Office.

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